

December 1, 2012

Patricia Croft
1 Arundel Way
Cherrybrook NSW 2126

Director Infrastructure Projects
Department of Planning and Infrastructure,
GPO Box 39,
Sydney, NSW 2001

Application Number (SSI-5414)

**Re: Response to the North West Rail Link (NWRL) - Environmental Impact
Statement 2 (EIS2)**

Dear Sir,

I wish to lodge an objection to changes being proposed to the use of Robert Road as an access point for the former Franklin Road Station (now Cherrybrook Station).

My objection is based on the impact this change would have on the following

The environment coming from increased traffic flow
Safety issues as Robert Road was not designed for heavy traffic access
Removal of off-street parking particularly impacting several community estates
Loss of amenity due to increased noise & pollution
Resultant loss of property values despite the close proximity to the new station

I have lived in Arundel Way Cherrybrook since 1995 being the first purchaser of what is now the community of Arundel Way.

I have seen the development of the surrounding neighbourhood into a substantial residential area with tolerable through traffic which has been mitigated by changes to both County drive and Robert Road (left in left out at southern end). Residents of Dalkeith Road, Robert Road and the cul-de-sacs off Robert Road are all acutely aware of the traffic limitations of Robert Road. The cul-de-sacs in particular have to use Robert Road for visitor parking and this together with other residential parking on both sides of the road results in a single lane for two-way traffic that requires careful negotiation at all times.

Based on my experience as a long term resident, any additional traffic in Robert Road be it cars or buses will result in an increase in the already hazardous conditions and hence a significant reduction in the relatively safe residential environment currently experienced by residents.

There already exist roads in the area that have been designed for greater traffic flows and buses in particular namely John Road, County Drive, Franklin Road, Neale Ave, Edward Bennett Drive and Castle Hill Road and that previous traffic management changes have been designed to achieve that outcome. The suggestion that Robert Rd would become a no parking road either side whilst County drive (already designated a major road) would continue to allow kerb side lane parking instead of four lane traffic is beyond comprehension. As a regular morning and evening user of the County Drive/Castle Hill Road intersection it is clear that the left lanes turning into Castle Hill Road are largely empty so the argument that County Drive lacks capacity to access the station via Castle Hill Road in my opinion lacks validity.

It would seem the move to use Robert Road has only come about because of the extension of the construction zone westwards because of the power line easement near Franklin Road. Given that these power lines pass over many properties I fail to understand why they have become an issue for this railway station. Further if this has been done to enable some other as yet unknown developments (high rise) to take place in the future then I would oppose any such developments being considered as they don't fit in with properties already in the area.

Whilst I understand and support the wider community needs for improvements to public transport and associated infrastructure I believe that this should only be achieved with minimal impact to the community.

I therefore wish to place on record my opposition to any changes to Robert Road from its current position as local suburban road providing access for local residents either during the construction period, or subsequently after the railway station development has concluded.

The NWRL authority has stated they wish to conduct a consultative process with those impacted by this construction and I look forward to seeing an outcome that recognises the input made by those most directly affected.

Yours faithfully,

Patricia Croft